



**Caltrans District 4 Pedestrian Advisory Committee (PAC)**  
**October 15, 2008, 9:30-11:30 AM**  
**Meeting Summary**

The meeting was attended by 14 of the 17 PAC members:

David Simons, Sunnyvale resident, PAC Chair  
Rochelle Wheeler, Alameda County Transportation Improvement Authority, PAC Vice Chair  
Lindsay Arnold, UC Berkeley Traffic Safety Center  
Wendy Atkins, City of Sonoma  
Emily Avery, San Mateo County Transit District  
Nancy Baer, Contra Costa Health Services  
Anthony Daysog, City of Alameda resident  
Michelle DeRobertis, Santa Clara Valley Transportation Authority  
Tom Ford, City of Oakland resident  
Eliot Hurwitz, Napa County Transportation Planning Agency  
Nathan Landau, AC Transit  
Heath Maddox, San Francisco Municipal Transportation Agency  
Russ Taft, School Transportation Manager  
Sara Woo, Solano Transportation Authority

The meeting began with a brief welcome address by David Simons, the Chair of the PAC. Self-introductions by attendees followed.

Next the attendees reviewed and approved the summary notes from the previous PAC meeting on July 16, 2008.

Following the approval of the meeting notes, Beth Thomas, the Caltrans District 4 staff liaison to the PAC, gave an overview of Caltrans Deputy Directive 64-R-1, the new Complete Streets Policy, and compared it to Deputy Directive 64, the policy on Non-motorized Accommodation that was superseded by DD 64-R-1. One of the PAC members asked that Beth look into disseminating DD 64-R-1 to other agencies. She was also asked by the PAC to distribute to the members information on the timing and process of implementing DD 64-R-1, the California Complete Streets Act and the National Cooperative Highway Research Project (NCHRP) Report 616 on multimodal level of service for urban streets.

The next item on the agenda was an overview of the Caltrans District 4 Project Initiation Document (PID) Work Plan given by Jerry Morgan, a Senior Engineer in the District 4 Office of Advance Planning. Jerry and the PAC members went down the list of PIDs in order to try to determine the pedestrian relevance of each PID. The process was time consuming and some PAC members acknowledged that they did not have enough information about each PID in order to determine its pedestrian involvement. A few PAC members requested that the Caltrans staff liaison (Beth) develop a prioritization of PIDs based on pedestrian need and present it at the next meeting for the approval of the PAC. There was general agreement from the PAC members on this approach.

The next item was a presentation on the US 101/Hearn Avenue interchange modification project given by Jonathan Dang, an engineer in the District 4 Office of Advance Planning. The PAC reached consensus on comments on the project.

An opportunity for public comment followed. No comments were received from the public.

Next the PAC discussed topics for the next meeting. There was general agreement on continuing to follow the format of having presentations and potentially developing and adopting comments as a body on one policy issue and one or two PIDs at each meeting. The PAC asked that presentation materials be emailed in advance of the meetings if feasible.

Finally, the staff liaison collected completed surveys from the PAC members which had been distributed at the beginning of the meeting to elicit feedback on how productive the meeting was and the frequency with which the PAC should meet.